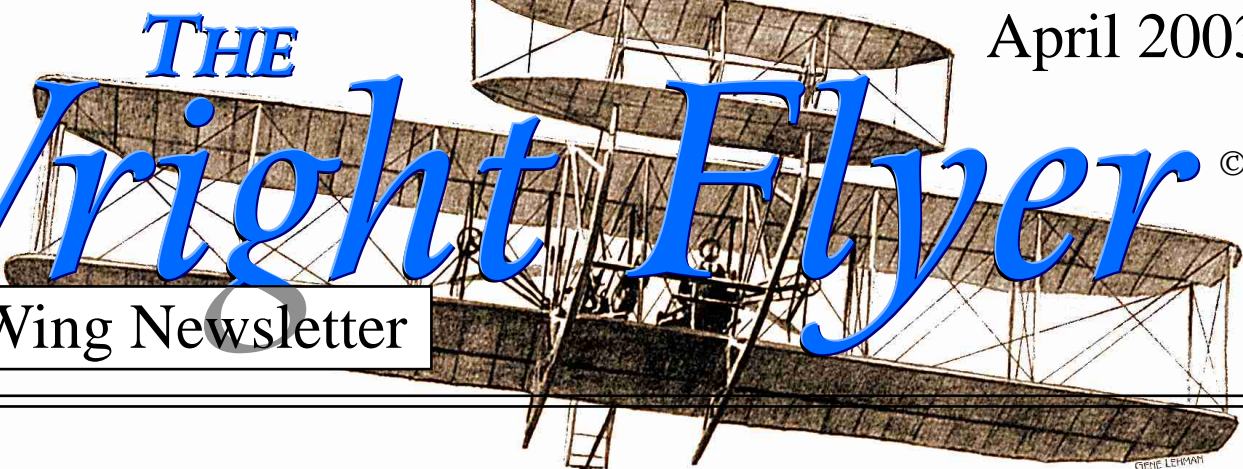


# THE Wright Flyer<sup>®</sup>

## Ohio Wing Newsletter



### How The Newsletter Got Its Name

The following names were submitted over the last month.

Thu, 20 Feb 2003 15:20:55 -0500

Why not the "Wright Flyer" as was used in the past?

"Wayne C. Shanks"

*- good name, can't find a reference of it being used before.*

Thu, 20 Feb 2003 20:05:16 EST

"Tell -it" Its catchy, to the point, easy to remember

H.C. Dodge Lt Col., CAP.

Historian. & Safety O. Hqtrs Gp IV, OH-058

*- easy to remember, but what or who is "it"*

Tue, 4 Mar 2003 15:19:34 EST

P.S.: "Buckeye Flyer" could be a name for the newsletter. It used to be called "The Wright Stuff," but I don't think "stuff" really describes "news" very well. When I was in West Virginia Wing (long time ago, as a cadet, but don't laugh -- I'm really an Ohio native), the wing newsletter was called the "Mountain Flyer," which I thought accomplished two things -- it alluded to the dangerous task our pilots face in that sort of terrain, adding a little esprit de corps, and it also was a nice turn on "flyer," both as a handout and as an aviation reference (albeit spelled differently). West Virginia's not using that name anymore, that I'm aware of, anyway, so it won't look as obvious.

D E Jessmer

*- flyer has come up before, buckeye is used alot especially around OSU, don't know if I want to make that connection.*

Mar 2003 EST

Regarding the new Wing newsletter may I submit the name "Winged News"? or perhaps "Wright Stuff"?

2d Lt. Anntoni L. Jaworski, CAP

Sun, 9 Mar 2003 00:31:59 -0500

*- see previous letter regarding "stuff", winged is a good play on words see "Webster's"*

I'd like to submit the following names for consideration for the Newsletter:

1. "Wing Ohio"
2. "Squadron Ohio."

Kent F. Williams, 2Lt, C.A.P.

*- not bad, brings out team spirit feeling*

Fri, 14 Mar 2003 17:57:26 -0500

"The Wright News"  
"The Wright Stuff"  
"The Ohio Wright Flier"  
"The Buckeye Bulletin"

LTC. D. A. Daum  
Gp.1 I.G.

*- OK, we've seen Wright and flier before, you know how I feel about buckeye and bulletin is too sterile.*

Sat, 15 Mar 2003 11:48:22 -0800

Greetings from OH177....would like to submit the following names for consideration re....name the newsletter.

1. The Scanner
2. OH CAP Times
3. The CAP Flyer
4. The Glide Path
5. OH Wing Sorties
6. OH Wing Beacon
7. OH Wing Monitor
8. OH Wing Glidepaths
9. The CAP Beacon
10. OH Wing "The Mission"

SM John R. Dawson, OH177

*- Flyer has come up again, "monitor" and "beacon" are average newspaper names,*

*"sorties" should be some sort of candy, glide path is on the way down and #10 is the last stop to living in a van down by the river.*

Sat, 15 Mar 2003 10:46:05 -0800 (PST)

I think I have a name for the news letter.  
"THE EXPLORER"

"The American Heritage College Dictionary" defines explorer as:

- 1) One that explores. (Cadets and Senior Members)
- 2) One that explores a geographic area. (OHIO WING C.A.P.)
- 3) An implement or a tool used for exploring. (The News Letter)

Captain Donald J. McKinney  
Ohio Wing Transportation Officer

*- good logic, but there are already a couple of million of these on the road trying not to be confused with the senior Boy Scouts of America.*

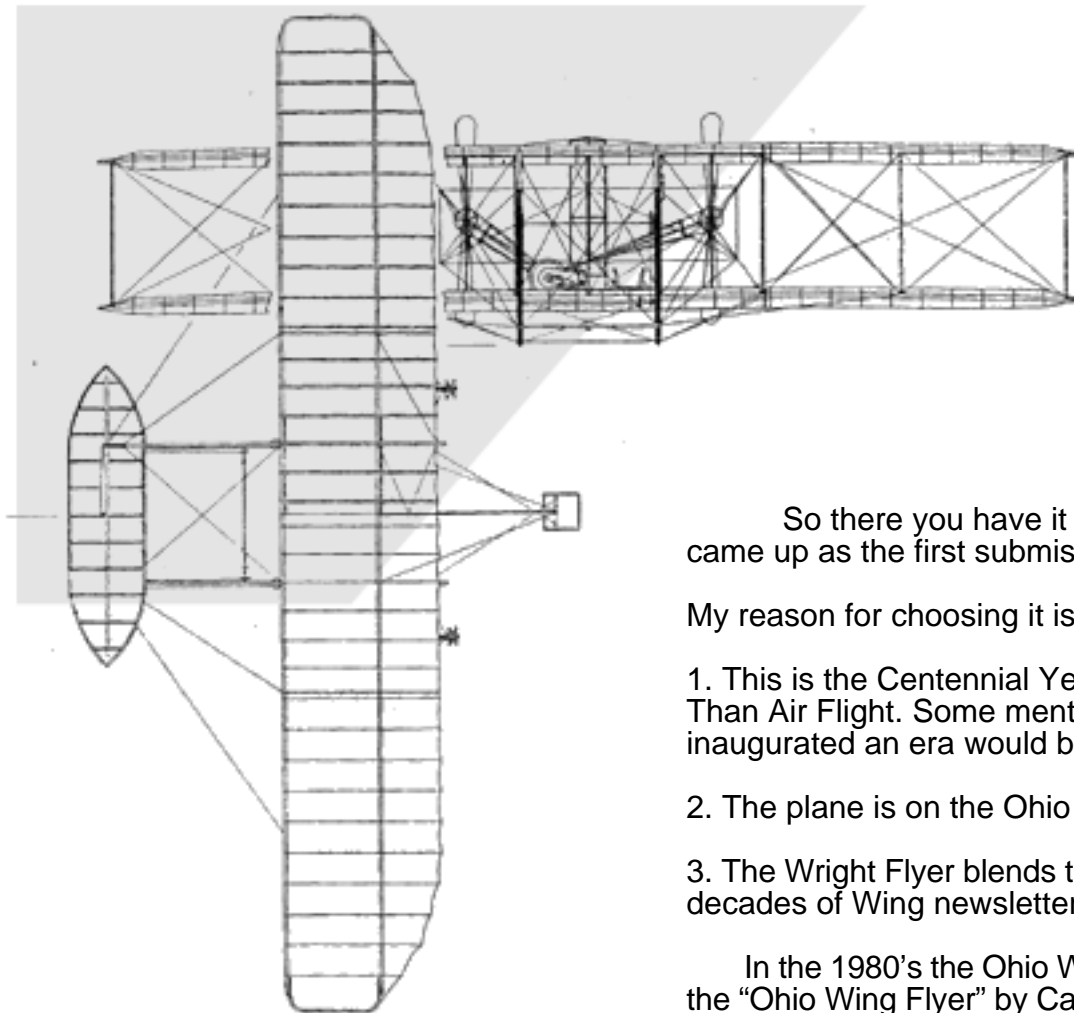
Mon, 17 Mar 2003 08:57:17 -0500

Please accept the following submissions as potential names for the Ohio Wing Newsletter.

"Flight Log"  
"The Vigilant"  
"Approach Controller"  
"Clearance Delivery"  
"The Muster"  
"The Scanner-Observer"  
"The Vector"  
"Approach Vector"

Dr. Scott W. Dorsey, Capt., CAP

*- as a pilot I can appreciate these terms although "muster" always sounds like something you put on a hotdog.*




So there you have it . The name Wright Flyer came up as the first submission.

My reason for choosing it is multifold:

1. This is the Centennial Year of Powered Heavier Than Air Flight. Some mention of the aircraft that inaugurated an era would be appropriate.
2. The plane is on the Ohio Wing Patch.
3. The Wright Flyer blends the names of previous two decades of Wing newsletters.

In the 1980's the Ohio Wing newsletter was called the "Ohio Wing Flyer" by Capt. Paul H. Rickert; in the 90's it was known as "The Wright Stuff" under Capt. David Riedinger.

4. The play on words "flier" : "flyer" and "write" : "Wright" is a natural.
5. The tag "Ohio Wing Newsletter" will be maintained as it is direct, to the point, and states the mission. 

Tue, 18 Mar 2003 13:19:01 -0500

For what it's worth - I like the name "Ohio Wing Newsletter" as it is direct, to the point, and states its mission exactly, all in three words.

Martinjak, Frank (GEAE)

*- yeah, that name has kind of grown on me, but it's so plain.*

Mon, 17 Mar 2003 15:32:20 -0500

My suggestion - OHIO WINGLET

Roger Middleton Lt.Col., CAP  
OH/CSA

*- too much of a fast food connection, ala McRiblet™*

The Wright Flyer pictured in the title block is a 1905 Wright Flyer. photo by Gene Lehman

The name "Flyer" was used by the Wrights to describe their aircraft beginning in 1903 through till 1916. The original Wright Flyer piloted by Orville Wright made the first controlled, powered flight at Kitty Hawk, NC. The total distance covered was 120 feet in 12 seconds.

This airframe has been restored and is on display at The Smithsonian beginning in October 2003. The museum's exhibition, "The Wright Brothers & the Invention of the Aerial Age" will provide visitors a two-year opportunity to view the aircraft in intimate detail.

# Reports From the Field



Rear Admiral James D. Kelly USN (Director of Warfare Programs and readiness Atlantic Fleet) prefers a low-key personal approach when meeting people. "Jamie Kelly, Glad to meet you " is the greeting you get when meeting this down to earth Naval Aviator and Flag Officer. A warm smile and a firm handshake from a casually dressed gentleman armed with gummy bears was the first experience that the members of Ohio Wing's 96th Composite Squadron on January 25th. "Jamie" as he likes to be called while in civvies, had an ulterior motive when he arrived at the Ohio National Guard Armory in Stow (home base for the 96th Composite Squadron). "I just want to get to know people and have them relaxed!" stated Admiral Kelly.

**"I just want to get to know people and have them relaxed!"**

..... Admiral James D. Kelly.

they enjoy, is also an interest of the Admiral.

Watching this decorated Naval Aviator interact with the cadets and senior members leaves no question as to the leadership of this gentleman who has such a giant job to do. Cadets Jaci Summers and James Erkard both have high hopes of becoming fighter pilots. They spoke with the Admiral about a variety of related subjects pertaining to fighter jets. Cadet Summers wants to be a positive example for other female cadets and is looking at a military career. "I don't want to be told that just

because I am female that I can't do something" exclaimed Cadet Summers with an undying commitment to make a point. Admiral Kelly spoke with Cadet Summers about the roles of females in the military. Cadet Erkard also has high hopes of becoming a fighter pilot and is aiming high, already researching his options for the future. "I would like to attend Annapolis, I still have time to decide". Even senior members had the opportunity to visit with the Admiral in depth.

Major Steven Stein was setting up the video equipment that he brought in from his job to capture the event. The Admiral visited with Major Stein talking about the senior program as well as the Emergency Services mission.

Three cadets from the 96th's sister unit, the Eagle Composite Squadron, were on hand to assist with the event also had the opportunity to visit with the Admiral as they worked the security detail.

All in all, the experience was unprecedented (as far as this PAO knows). The interaction between an Admiral who believes in what he sees, and a group of people who believe in what they dedicate their free time to accomplish, Both sides serving our country to the fullest, have found a working relationship that will grow only stronger with time. Admiral Kelly had no experience with the CAP in the past, however this will not be his last. "I look forward to returning and seeing how things are going" stated the Admiral, as he was enroute to the airport for his flight back to Norfolk, VA. 🚀

by: 2d Lt. Anntoni L. Jaworski, CAP  
Public Affairs Officer  
96th Composite Squadron (GLR-OH 096)



## Military Aviators honor outstanding achievements by members of Ohio Wing's 96th Composite Squadron.

The 96th Composite Squadron, Ohio Wing recently held an awards ceremony for five of its members. Participating in the ceremony, Major General Paul J. Sullivan, Ohio National Guard Assistant Adjutant's General-Air, and Rear Admiral (lower half) James D. Kelly, USN, Director of Warfare Programs and Readiness-Atlantic Fleet, and Colonel Michael Murrell, CAP, Ohio Wing Commander, were present to honor the event by presenting a variety of awards and promotions.



Other notable attendees were: Major General Hollar, OMR, Brigadier General Jaffe OMR, Lieutenant Colonel Iott, OMR, Lieutenant Colonel James Perry ANG, Commander 1/107th Armor Battalion, Captain John Jacob ANG, Administrative Officer, 1/107th Armor Battalion.

Four Cadets and 1 Senior member were presented awards for their dedication and outstanding achievements on 25 Jan 03, at the Ohio Army National Guard Armory in Stow which is home to the 1/107th Armor Battalion and host unit for the 96th Composite Squadron.

The recipients of awards and promotions are: C/CMSgt William R. Neal (General Billy Mitchell Award/promotion to C/2LT), C/1LT Elizabeth A. Morris (Amelia Earhart award/promotion to C/CPT), TFO Christian Hanson (promoted to 1 Lt.), C/2LT Gordon Getzinger (Glider Solo wings, first cadet in Ohio wing to earn solo wings, age 14), and C/MAJ Thomas A. Rehman, (General Ira Eaker

Award/promotion, to c/LTC). Additionally Proclamations from the Governor of Ohio were given to Cadets Rehman and Getzinger for their most prestigious achievements.

Admiral Kelly was introduced by the 96th's unit commander, Lieutenant Christopher L. Smith who beamed with pride and excitement over the achievements of CAP members under his command.

Admiral Kelly opened with gratitude towards the 96th and CAP for allowing him to be involved. He then began to speak on the event at hand, "What is this All About?" he asked before acknowledging to the audience (focusing primarily on the Cadets) that what they do does count! He went on to elaborate, "The Civil Air Patrol is doing an extremely important thing for the Country!" reminding us about the changes that occurred one and a half years ago on 9/11 and

listing some of the contributions of CAP. Admiral Kelly wrapped up his opening speech and yielded the podium to Major General Paul Sullivan.

General Sullivan spoke of the pride that the state of Ohio has for the youth that were being honored. He went on to reiterate what Admiral Kelly had already stated, "what the youth are doing does count!" General Sullivan is no stranger to the CAP and cadet programs. He stated that he had participated in the past at Ohio Wing events at Rickenbacker Air National Guard Base. He praised the Cadets, the Senior members who mentor the cadets and the parents for the support they give to their children. General Sullivan expressed congratulatory sentiments on behalf of the Ohio Adjutant General, Major General John Smith, who was not able to attend. General Sullivan concluded his opening speech with "Stand up to be seen, Speak up to be heard, Shut up to be appreciated" (in response to a humorous remark by Admiral Kelly earlier).

Lieutenant Colonel Smith then introduced the Ohio Wing Commander Michael J Murrell who stepped up to the podium with an exuberant pride. "Welcome Admiral Kelly, General Sullivan, OMR (Ohio Military Reserve) representatives, LTC Perry and your staff, members of the Ohio Wing, and everyone else who is here. On behalf of the Ohio Wing, I thank you for coming and participating in

today's event". Pointing out the three missions of CAP, Emergency Services, Aerospace Education and Cadet Programs, and stating "Civil Air Patrol Cadets have made up a number of enrollees in the Annapolis Naval Academy, West Point, and most importantly at the Air Force Academy" This statement led to his acknowledgment of the cadets present who have received their nominations and appointments to at least one of the academies.

Colonel Murrell spoke briefly about the Ohio Wing Glider Program that brought prestige to one of the cadets in particular, C/2d Lt. Gordon Getzinger who was the first Cadet to Solo in Ohio under the new program. Colonel Murrell extended regrets from CAP's Executive Director, Colonel Allenback and Great Lakes Region Commander, Colonel William Charles who were both unable to attend the event, Colonel Murrell returned the podium to Lieutenant Colonel Smith.

Admiral Kelly stepping up to begin presenting the awards and promotions, called upon General Sullivan and the parents of those being honored to assist in the presentation.

Certificates of Appreciation were given to Special moments catering, Marhofer Auto Group for assisting with the reception portion of the event and to Petty Officer First Class Joyce L. Cox, USN ret. for acting as an advisor in preparation to Admiral Kelly's arrival. Petty Officer Cox also acted as special courtesy aide to the Admiral.

Following the Ceremony there was a photo opportunity for all before General Sullivan's departure via the Black Hawk helicopter that brought him in. Many braved the cold and snow to see the helicopter depart carrying General Sullivan back to Columbus OH. 🇺🇸

article & photo by:

2d Lt. Anntoni L. Jaworski, CAP

## CAP or USAF-Aux ?



Many units are using the emblem, shown above, that combines the CAP seal and the USAF wings. To date, it appears that you can use your own discretion in choosing whether to use this emblem or the seal alone.

The official word is this: "All units should continue to use the name '**Civil Air Patrol**' to identify the organization. The term '**U.S. Air Force Auxiliary**' should be used as a way to further identify CAP, but should not be used as the primary name. The name Civil Air Patrol' should take precedence over 'U.S. Air Force Auxiliary' in designing all publications and press releases, and should also be the primary name of the organization used in designing letterhead and business cards."

## Wing Commander and Vice Commander Visit the Hill

Colonel Michael Jay Murrell and Lt. Colonel Charles L. Carr, Jr. made their annual congressional visits on Capital Hill while in Washington DC for the Winter National Board Meeting.

This year they visited the offices of Representatives Rob Portman, 2<sup>nd</sup> District, the Cincinnati area; Deborah Pryce, 15<sup>th</sup> District, Columbus area; Paul Gillmor, 5<sup>th</sup> District, Defiance, Norwalk, Tiffin; and Pat Tiberi, 12<sup>th</sup> District, the Columbus area. Normally, they meet with legislative advisors, those who get into the meat of the subjects and advise the Representatives, this year, however, they were able to sit down with Congressman Pat Tiberi.

The purpose of the congressional visits is to brief the Representatives or their advisors on CAP activities nationally and, especially, on what is happening in Ohio. Each office was provided with an Annual Report to Congress from National Headquarters and a briefing presentation from Ohio Wing.

In conversation with Congressman Tiberi, it was brought out that he writes a weekly article in a number of newspapers around Ohio and was interested in including CAP in one of his articles. Both Colonels Murrell and Carr acknowledge that it would be a nice idea. Colonel Murrell also suggested to Congressman Tiberi, that if additional funding could be found for Ohio Wing, he would be happy to not only arrange for coastal patrols over Lake Erie, he would include border patrols at the Ohio - Michigan Border to recon questionable crossings, especially in late November.

All of the offices were interested in learning more about Civil Air Patrol and the mission performed nationally and in Ohio. Most were not aware of all CAP's missions, especially the cadet program and aerospace education. They all agreed that we were one of the best-kept secrets and said they would be interested in learning more. Each office was told about the Congressional Squadron and the need for more mission qualified people. 🇺🇸



By Col. Mike Murrell, CAP



## Ohio Wing Holds First Combined Senior and Cadet Wing Conference

More than 200 members of the Civil Air Patrol's Ohio Wing braved a major winter storm to attend their first combined senior and cadet wing conference in Columbus, Ohio.

Attendees were treated to seminars on Aerospace Education, Emergency Services, and Cadet Programs. Among the guest presenters for the conference were:

Dale Shipley, Executive Director, Ohio Emergency Management Agency

Mr. Shipley discussed the Homeland Security plans within the State of Ohio, and how the EMA and Ohio Wing can coordinate.

Dick Calta, Colonel, USAF, retired, C-17 Site Activation Leader, The Boeing Company. He detailed news on the Air Force's new C-17 transport, and gave a presentation on Air Force Emergency Control Procedures.

Gary Hoffman, Colonel, USAF, retired, Senior Vice President, NETJETS (a Columbus, Ohio based private commercial air carrier). He spoke on the topic of transitioning a career from the military to commercial aviation.

Special guest speaker for the Conference, Colonel Richard L. Anderson, former CAP National Commander (recognized as Brigadier General Anderson, CAP), held the audience's attention with his presentation on coordination efforts between Civil Air Patrol and Homeland Security. Colonel Richard L. Anderson serves in a dual capacity on the Air Staff. His first duty is as Chief of the Air Force Auxiliary Division in the Air Force Directorate of Homeland Security, and secondly as Chief of the Staff Action Group in the Office of the Under Secretary of the Air Force for International Affairs. Both positions are at HQ USAF, Washington, D.C. .

Lobby displays highlighted Aerospace Education, Flight Simulators, and United States Airforce Recruiting.

Seminars included Emergency Services Experts Panel, Moral Leadership, Critical Incident Stress Management, Drug Demand Reduction, Glider Program, Aerospace Education, Professional Development, 52-16 for cadets and seniors, a Public Affairs Workshop, and a Cadet Fashion Show.

Cadets and seniors were recognized at morning ceremonies and an evening banquet. Gen. Billy Mitchell Awards were presented to cadets Garrett Baker, Erin Stone, Brian Bahr, William Pond, Jordon Maham, and Catherine Pierce.

The Amelia Earhart Award was presented to cadets Daniel Tebo Jr. and Jordon Maham.

Glider Solo wings were pinned on c/CPT Matt Leske, c/CPT Jeff Ingersoll. Cadet Gordon

Getzinger was recognized as the first to solo in the Ohio Wing's glider program and Cadet Elizabeth Runion soloed power at Bowling Green University.

Brig. Gen. Charles E. "Chuck" Yeager Awards were presented to **1LT Joseph McKenna, 1LT Robert Barris, 1LT Rene Fernandez, 2LT Bruce Neal, 2LT Kenton Quint, 2LT Waynette Willis, CPT Dwight Mutchler, and SM John Quinn.**

**Major John Porter** received the Paul E Garber Award at the formal evening banquet. **1 Lt. Jondar Bradshaw** and **Major Steve Canfil** shared the honor of a Commander's Commendation from Ohio Wing Commander Col. Michael Jay Murrell.

Mission Staff Member of the Year--**Lt. Col. Richard Neuwirth**; Air Crew Member of the Year--**Cpt. Cynthia Jones**; Ground Team Member of the Year--**Maj. Wayne Shanks**

Squadron of Distinction--**Youngstown-Warren Composite Squadron**; Squadron of the Year--**96th Composite Squadron, Stow, Ohio.**

The General Carl A. Spatz award was earned by **Cadet Andrew D. Shepherd** and was presented to him by Brigadier General Richard L. Anderson.

By 2Lt Frank Sarmiento, CAP



c/Col. Andrew Shepherd receives Spatz Award from Brigadier General Richard L. Anderson, CAP

photo: 2Lt David Stone

## Focus On GLR-OH-209 Firelands Composite Squadron

*"Made the front page of the Norwalk Reflector."*

### Fledglings earning their wings

By AARON KRAUSE  
Reflector Staff Writer

While U.S. Armed Forces are fighting in Iraq, 19 area youngsters are learning military codes and customs, flight skills and values such as respect and discipline.

The youngsters, age 12 to 18, make up the 209th Composite Squadron of the Civil Air Patrol's cadet program, based at NASA's Glenn-Plumbrook Station.

The Civil Air Patrol is the official civilian auxiliary of the U.S. Air Force. The non-profit organization has three main purposes: emergency services, aerospace education and the cadet program.

The latter, nearly 60 years old, provides youngsters with the opportunity to develop leadership skills through a love of aviation. Training includes military drills and ceremonies, aero-space education and wilderness survival skills.



Capt. Randy Coon, commander of the 209th squadron, said he was a cadet for five years.

"It kind of set me on my life path," said Coon, a former Marine. He added that the program helped him develop the necessary discipline to study in college.

Cadets of the 209th Squadron meet

every Thursday for training in areas such as physical fitness, aerospace education and emergency services.

Second Lt. Fred Rhoda, logistics operations officer for Sandusky, said physical fitness is a big part of the cadet program. For example, cadets are expected to run a mile within a set time, based

Norwalk Middle School eighth grader Cadet Tyler Hayes, 15, takes part in a "shuttle run" relay during a recent cadet meeting. (LOU REDA/REFLECTOR)



on their age, and perform a set amount of sit-ups, stretches and other exercises.

On a recent Thursday night, a number of cadets were doing sit-ups while others held their feet. At another point, cadets participated in the shuttle run, which works as follows: cadets stand at one side of a room, while two erasers await them on the other side.

One by one, the youngsters run to the erasers, pick up one and race back to their original position, where they put the eraser down. They then immediately run back to the other eraser, pick it up and, once again, return to their original position. Meanwhile, a senior cadet or officer times the youngsters to see how fast they can perform the shuttle run. On a recent night, youngsters waiting for their turn openly rooted for their fellow cadets to perform the task in as little time as possible.

The cadets work together in a team atmosphere while learning such values as discipline, respect and military codes and customs, Rhoda said.

"They're all very respectful to the senior (Civil Air Patrol members) and themselves," he said.

For example, when Rhoda and other Civil Air Patrol officers are about to walk by cadets, the cadets stop, face the officers and stand at attention. They also do not tease their peers, and often use the term "sir," Rhoda said.

But while the cadet program is run in a military-style fashion, Rhoda said the teens also have fun. For instance, every year during the spring, cadets can attend glider school, where they can obtain a glider certificate.

"Which is quite a feat," Rhoda said.

Cadets have many opportunities to develop flying skills, through local flight encampments, national flight academies and flight scholarships, according to a brochure about the Civil Air Patrol. In addition, hundreds of cadets participate each year in orientation flights. According to Civil Air Patrol literature, tens of thousands of young people have participated in the cadet program.

Rhoda said that although Civil Air Patrol is an organization that is not widely publicized, the local cadet program, which is about 20 years old, is growing. "We've brought in a lot more kids in the last five, six months, and hopefully it will keep growing," he said.

According to Rhoda, the squadron was comprised of one cadet and five senior members a year ago, when the unit was scheduled to be deactivated.

That didn't happen, though, as a result of Coon's persistence to keep it open, Rhoda said.

There are only two requirements to become a cadet, according to Rhoda: Enthusiasm and age.

The cadets are apparently glad they joined.

"I think anybody could do it and they would like it," said Cadet Seth Dawson, 13, of Norwalk.

Seth said he enjoys flight, and wants to join either the Marines or the Air Force. He added that being a cadet has taught him values such as loyalty, integrity and respect.

Cadet Casey Keller, 13, of Milan, said he also wants to join the Air Force, following in the footsteps of his grandfather and great-grandfather.

Seth and Casey said they've learned values such as discipline, self-control, respect, loyalty and integrity.

Friendship is part of the equation as well, said Cadet Tyler Hayes, 15, of Norwalk.

"We're like a big, happy family," he said.

### Cadet Membership

- **12 years old (or attending 6th grade) through 18 years old.**
- **Enrolled in or graduated from school with a satisfactory record of academic achievement.**
- **Not a member of the active duty Armed Forces.**
- **United States citizen or alien lawfully admitted for permanent residence in the U.S..**
- **Good moral character.**
- **Be accepted by the local unit.**

### Cadet Sponsor Membership

- **Assist the unit's cadet program with adult supervision, transportation, overnight chaperons, and other cadet-related tasks.**
- **CSMs must be a parent, grandparent or legal guardian of an active CAP cadet.**
- **Must be assigned to the same unit as their cadet child, grandchild or ward.**
- **Membership stays in effect until their cadet leaves the CAP program for any reason.**

For more information contact:  
**Capt. Randall Coon, Civil Air Patrol**  
[embalm209@accesstoledo.com](mailto:embalm209@accesstoledo.com) or  
 1- 800 - FLY - 2338 for nearest unit.



# Safety Corner

**“Everybody is allowed 15 minutes per day to be stupid, just don’t do it in an airplane.”**

- General James "Jimmy" Harold Doolittle

## Flying Season is Here: Time To Review Some Timely Advice

An alarming trend has surfaced during the first quarter of CY 2000. We are experiencing prop strikes at an alarming rate. In 1999, we had 3 prop strikes for the entire year. Compare that to 6 prop strikes we've had during just the first quarter of 2000. This represents an 800% increase! Prop strikes however, are not the problem. They are simply the result of pilot deficiencies and sometimes, complacent attitudes. These problems are occurring, as you might expect, in the taxi and landing phases of our flight operations. Let's explore these incidents in an attempt to understand why they're happening and how to prevent them in the future. Use them also to trigger discussion of similar hazards that may pose a threat to your flying operations.

### 1999 Prop Strikes:

**- The first prop strike occurred during a hard, night landing that was so severe that the nose gear collapsed and the windshield cracked. The pilot landed in gusty crosswinds, possibly in excess of the aircraft's demonstrated crosswind capability. The investigation also revealed that his approach was high and fast.**

This mishap chain had several links - any of which, if eliminated, might have prevented this one. It occurred at night when there are less visual cues. The crosswind component was near the max with the gust factor possibly exceeding the limitation. Last, but not least, the approach was not stabilized. How could this one be prevented? Perhaps, early in the approach when the winds were confirmed near the limit, another airfield with a more favorable runway orientation could have been chosen. Another option that could have been exercised further down the approach is a go-around; always a good decision when you're off the normal glide path and not at the manufacturer's recommended approach speed.

**- The next one also involved a bounce during a night landing. Unknown to the pilot, the prop tips were damaged during that landing. The pilot made two more uneventful takeoffs and landings. While securing the aircraft after the flight, the pilot noticed the damaged prop tips. Because the aircraft was not available for this sortie until after 11PM and the**

**pilot had been up since 5AM, fatigue was probably a factor. Prior to this event, the pilot had only five night landings in the C-182.**

Here again, variables may have been stacked against the pilot - night, fatigue and a relative newcomer to night landings in the C-182. Any of these items by themselves would usually be overcome by the pilot, but when combined, presented a formidable challenge. Remember, if you have the slightest suspicion that a prop strike may have occurred, it's always prudent to park the aircraft and examine it before continuing the flight. The slightest damage can set the prop up for failure.

**- The last prop strike of 1999 involved a pilot taxiing on grass. After taxiing over a slight crest, the nosewheel dropped into a depression concealed by grass. The bouncing motion allowed the prop strike to occur. The pilot later found that two other aircraft had struck their props earlier in the same hole! The FBO manager was finally persuaded to barricade the hazard until the hole could be filled in.**

CAP operations occasionally demand that we taxi off of paved surfaces. When we do however, it's important to realize that many of the obstruction clearance safeguards disappear as we leave the hard surface. Hazards can be hidden by grass and terrain irregularities can cause the aircraft to bounce during taxi. Taxi speed should be significantly decreased and the control yoke held back to maximize nose strut extension and the clearance between the prop and any hidden hazards on the ground.

### First quarter 2000 prop strikes:

**- While taxiing an aircraft from its parking spot to a maintenance hangar after sunset, the pilot inadvertently taxied off of the taxiway into soft mud. The nosewheel sank in a depression, which allowed the propeller to contact the ground. The engine continued to run, so the pilot continued to taxi back to the paved surface and ultimately to the maintenance hangar. After the engine was shut down, the prop was found damaged during the post-flight inspection.**

This mishap not only involved loss of control that resulted in departure from the taxiway, but also a lack of judgement in continuing to taxi after entering soft mud. If you ever find yourself in this situation, remember that adding power usually drives the nosewheel deeper in the mud, thus increasing the chance of a prop strike. Tugging the aircraft out of the mud is a better choice.

**- During a CAPF 5 checkride, a short field landing was unsuccessfully attempted. The aircraft touched down in snow approximately 20-30 feet short of the runway threshold. The nosewheel yoke broke off leaving only the nose strut to support the front of the aircraft. Without the nosewheel, the prop struck the ground and the runway as it skidded to a stop on the right side of the runway.**

The main point here is how some precautions can ensure a margin of safety while practicing short field landings. By practicing this maneuver at a long, wide runway and visualizing a short field overlaying this runway, you can constrain yourself within the "short" runway and still have paved surface at both ends if things don't work as planned. Airspeed control is especially critical during this maneuver. If the approach is not stabilized, remember that a go-around is always an option.

**- During a freezing, early morning, the mishap pilot attempted to start the aircraft engine. The starter was unable to turn the prop with enough authority to start the engine. The pilot got out of the aircraft and positioned the prop where it would travel the farthest before encountering compression. This was a technique that had worked in the past and it worked this day on the third try. Because the pilot had to exit and enter the aircraft repeatedly, the pilot started the engine with his seat in the full aft position. The parking brake, however, was set. After the engine started, the pilot was distracted by an intercom problem in the rear seat. As he was facing rearward, a passenger noticed the aircraft moving in a left turn and yelled to the pilot. Because the pilot's seat was in the aft position, he could not reach the toe brakes before the prop struck a metal pipe railing.**

Whenever nonstandard events or actions enter a flight operation, extreme care should be taken until normal ops are resumed. Nonstandard operations often set the stage for mishaps. The nonstandard engine start described here, set up more nonstandard activity such as starting the engine before all of the items on the Before Starting Engine checklist had been accomplished. If the checklist had been accomplished, the seat, seat belt and shoulder harness would have been adjusted and locked and the mishap would not have happened.

**- A cadet, student pilot was flying solo when he experienced a couple of hard landings. It is suspected that a prop strike occurred during one of those hard landings. The cadet, however, did not experience any changes in the flight characteristics after the hard landings. The next scheduled pilot found the prop tips damaged during the preflight inspection.**

Knowledge and skill could have helped this cadet. The knowledge that hard landings can result in prop strikes and that in the excitement of a hard landing, the prop strike may not be noticed. We discussed the danger of continuing flight with a damaged prop earlier in this safety alert. It's important that all our pilots, including our cadet aviators, understand the importance of inspecting the prop after a hard landing. A skill that can help to prevent hard landings is adding the right amount of power during an early or over flare. This technique can be learned by practicing with a CFI. Go-arounds should be practiced more. We all become programmed to land, but frequent go-around practice can make this maneuver second nature when needed.

**- While taxiing out to fly an AFROTC Cadet Orientation flight, the pilot taxied across a parking row instead of following the taxiway. He accelerated while crossing over a tiedown rope and it was picked up by the prop. Before the engine could be stopped, the tiedown rope had damaged the prop, spinner, bulkhead and the lower cowl.**

Normally, a pilot can taxi into a parking spot over a tiedown rope without the prop picking it up. This is because the aircraft is close to idle power and slowing down. To increase power and accelerate through a tiedown area is just asking for trouble. There are numerous hazards in a parking area - chocks, grounding wires, ropes, tiedown cables, people and other aircraft. It may take a little longer to taxi on the taxiway, but you can feel confident that you'll encounter fewer hazards.

- After refueling, the pilot taxied on a paved taxiway to a grass tie-down area. When the aircraft entered the grass area, the nosewheel entered a storm drain, which allowed the prop to strike the ground.

The hazards of taxiing off of a designated taxiway have already been covered. The risks are even higher when taxiing on unpaved surfaces. Hazards can be hidden, so extreme caution is warranted. Holes, mud, rocks, drains and a wide assortment of other obstructions can lie in wait, concealed by grass.

## The Bottom Line

Of the nine mishaps described, four occurred during landing and five happened during taxi. During the landing phase of flight, loss of aircraft control, for a wide variety of reasons, was the leading cause. Factors such as wind, fatigue, bad judgement and lack of proficiency certainly contributed to the loss of control. A renewed emphasis is needed on landing proficiency that highlights a stabilized approach and the value of a well-practiced go-around. Crosswind and wind shear training, under the watchful eye of a CFI, would certainly help prepare pilots for these challenges.

During the taxi phase, hazards were associated with straying from taxiways, as well as operating on unprepared taxi surfaces. Nonstandard operations and bad judgement were contributing factors. An emphasis should be placed on appropriate taxi speeds and the increased risks that occur off the taxiway.

Thanks for helping to turn this trend around. Fly (and taxi) safe. -- GWK --



# Photography Tips :

## Mediocre vs. Great Photos DEVELOPING AN EYE FOR PHOTO COMPOSITION

*Stand them up and shoot them.*

No, we're not suggesting what to do with terrorists. Instead, we're describing what often happens when a photograph is snapped at a unit function (especially when the subject is an awards presentation or a promotion ceremony): Line up the principals and take their picture. It's an effective way to get a group of people in the photo, and to ensure the picture is sharp and in focus. However, it is also boring visually, and less likely to be played up in the local paper or CAP News.

What's a unit photographer to do? Look at the subject from different angles. Squat down; stand on a chair; walk around the subject. Think about

composition, framing the scene in your mind's eye and seeing what angle could produce a more interesting image.

TIP: Often, a close-up foreground subject can create a very interesting dimension to the image. For example, in the case an official presenting an award, avoid having the two people face the camera; position yourself closer to one of them so you capture his or her profile in the foreground and the other person in full view. This is a much more interesting image, creating an illusion of dimension and depth to the photo.

That same technique is easy to apply when shooting other activities — from training to flights to encampments.



*Shot of two pilots becomes more interesting, more dynamic with tail markings in foreground.*



*Photo of awards presentation (left) becomes more interesting when snapped from a low angle (below left) or closer to the presenter (below).*



A "GOOD" Photograph-

Tells a story about a:  
Person

PLACE

EVENT

or Item of INTEREST

to the VIEWER



**When taking a photo, give a little extra space around the subject so you can crop away what is not needed.**



# Flight Log


The following is an editorial from the "OH-605 Newsletter"

"In reading through the bios of the seven astronauts from the Columbia STS-107 in the Washington Post; I discovered a soul mate in the person of Kalpana Chawla. To me she was the most heroic of all those heroes we lost on that fateful day, February 1, 2003.

While Chawla and I come from different worlds there are some surprising similarities. She and I share the same birth date, and we are of the same height and both of us were "tomboys" growing up. While Kalpana pretended her bike was an airplane I thought of mine as a horse racing the wind across the desert. Lastly we share a love of watching the sun rise and set.

To me she was the most heroic because she overcame so many obstacles to reach her dreams and goals. Born in India, where social constraints are very binding on people, she cleared barriers and stood her ground for what she wanted.

Many times she turned the obstacles into advantages. She was the only girl to be selected from her class to attend Punjab Engineering College. Then she made a giant step and moved to the United States to complete her education. Her love of flying took off as she studied, but she ran into another one of those barriers, her size. Her great desire was to be able to fly the Pitts S2-B aircraft however she couldn't reach the control pedals. Not even with foam pillows stuffed around her. So she contented herself to flying on one more suited to her size. She loved flying and was happiest in the air. She was enthusiastic and that quality spread to every one around her. On the video of the Columbia's crew going to board the shuttle she is the one with the biggest smile and the brightest face. She did not allow her detractors keep her from reaching for her dreams.

I for one will never look at a shooting star without remembering the Columbia's reentry into the earth's atmosphere that morning and I will remind myself that even the stars are within the reach of our grasp." 

By 2 Lt. L.C. Krouse, CAP



Mission Specialist 2: Kalpana Chawla

Kalpana Chawla, 41, was an aerospace engineer and an FAA Certified Flight Instructor. Chawla served as Flight Engineer and Mission Specialist 2 for STS-107. She received a bachelor of science in aeronautical engineering from Punjab Engineering College, India, in 1982, a master of science in aerospace engineering from the University of Texas-Arlington in 1984, and a doctorate in aerospace engineering from the University of Colorado-Boulder in 1988. As a member of the Red Team, Chawla, with CDR Rick Husband, was responsible for maneuvering Columbia as part of several experiments in the shuttle's payload bay. Chawla also worked with the following experiments: Astroculture (AST); Advanced Protein Crystal Facility (APCF); Commercial Protein Crystal Growth (CPCG\_PCF); Biotechnology Demonstration System (BDS); ESA Biopack (eight experiments); Combustion Module (CM-2), which included the Laminar Soot Processes (LSP), Water Mist Fire Suppression (MIST) and Structures of Flame Balls at Low Lewisnumber (SOFBALL) experiments; Mechanics of Granular Materials (MGM); Vapor Compression Distillation Flight Experiment (VCD FE); and the Zeolite Crystal Growth Furnace (ZCG).

Selected by NASA in December 1994, Chawla was the prime robotic arm operator on STS-87 in 1997, the fourth U.S. Microgravity Payload flight. STS-87 focused on how the weightless environment of space affects various physical processes. Prior to STS-107, Chawla logged more than 376 hours in space.



# Ohio Wing Assists National Headquarters with SSA Air Expo


The Soaring Society of America held its 2003 Soaring Convention & Air Expo on January 23-25 in the Dayton Convention Center.

Members of SSA from all over the country came to Dayton to attend the annual event held in association with Inventing Flight, Ohio's celebration of the Wright Brothers and 100 years of powered flight.

In addition to information sessions and workshops, SSA members and guests were able to visit numerous exhibit booths and a static display of gliders, motor-gliders and accessories. As part of the exhibiting, members of Ohio Wing assisted National Headquarters' Timothy Frantz with the information booth and displayed the Ohio Wing's Blanik L-23, which turned out to be one of the hits of the convention.

CAP's Executive Director, Colonel Al Allenback was one of SSA's guest speakers. Colonel Allenback talked about CAP's glider program; it's significance within the cadet program and the programs ongoing relation with SSA. "I would

say some important doors in Ohio have been opened for a closer relationship with the SSA clubs in Ohio and the Ohio Wing's glider program", said Col. Michael Murrell, Ohio Wing Commander.

Many thanks to those who made National's participation in the convention and air expo so successful, Captains Frank Coulter, Fred Hawk and Milt Moos; C/Col. Andrew Shepherd and Col. Mike Murrell. 



By Col. Michael J. Murrell, CAP  
Ohio Wing Commander

## From the Editor :

Thanks for all of your suggestions. I'll be keeping them in mind and will try to incorporate them into the newsletter as headings or titles to features. I appreciate all of the effort that was put into coming up with a "Name" for the newsletter and hope to be able to live up to the title that was chosen. Keep in mind that you (the readers) have a stake in this honor by submitting stories, reports, et cetera. Looking forward to hearing from you soon. 🐦

2Lt Frank Sarmiento, CAP, Director Public Affairs, Ohio Wing

Write: C/O Ohio Wing Civil Air Patrol, 7370 Minuteman Way, Rickenbacker IAP, Columbus, OH 43217-5875  
Call: 614-216-9122 or leave a message at 740-385-8799  
eMail: sarmientoFOLDER@hotmail.com

## PAO Tips :

### Recommendations for PIOs during Disaster-Related News Coverage

#### Before the Disaster

- \* Designate a PIO in each emergency relief organization. The PIO duties could be part of a person's regular emergency relief duties. Having a designated PIO on-staff provides reporters with a central spokesperson in everyday and emergency situations.
- \* Organize a "what if" brainstorming session with others in your office. Come up with "what if" scenarios about potential crisis and disaster situations. Determine steps on how you would respond to the "what if" crises.
- \* Have a crisis communication/emergency communication plan before a disaster strikes. With an emergency communication plan in place, PIOs will be able to respond and perform in a proactive stance, as opposed to a reactive mode, thus better controlling the information and news coverage in a disaster.
- \* Select disaster/crisis communication teams. Who is responsible for communicating with the media during a crisis? Who fields telephone calls? Who makes decisions about what to say to the media? Everyone in your office should know who are on the crisis communication and crisis management teams.
- \* Provide all PIOs with communications-related training opportunities. Emphasize topics PIOs believe to be important when communicating with the media. It is not enough to have a designated PIO on staff, that PIO should be properly trained in communication methods. (Many PIOs are volunteers.)
- \* Initiate World Wide Web page development training for PIOs or a designated person on staff. Reporters and the general public are becoming more adamant about getting almost immediate, online information. Firefighter PIOs did not recognize the need for online information to be strong; however, reporters in the study said otherwise. As much emergency information as possible should be made available on the Web.



# PAO Tips :

## Recommendations for PIOs during Disaster-Related News Coverage

### During the Disaster

- \* Gather and classify information into categories, such as facts and rumors. Facts should be routinely updated; rumors should be verified or exposed as myths.

- \* Cater to local media before national media. Local reporters will provide immediate, important information to area constituents.

- \* Remember newspaper reporters have information needs. The immediacy of television and radio coverage may have caused PIOs to provide more resources to television reporters and video photographers. However, newspaper reporter's information and photography needs also should be provided.

- \* Consider "media pool coverage," especially of video footage, and/or media tours to disaster-damaged areas. This should be a standard feature at all emergency command center sites and not change from site to site.

- \* Be accessible or designate someone to be accessible to the media at all times. Reporters should have a contact person's telephone number, cellular phone number, fax number and electronic mail address for around-the-clock contact.

- \* Provide necessary resources (cellular phones, laptop computers) to PIOs in the field.

- \* Provide other automated services, such as a 24-hour telephone hotline, for the public to use for emergency updates.

- \* Get the facts. Miscommunication heightens during a crisis and can be exaggerated by half-truths, distortions, or negative perceptions. Get to the heart of the real story and tell it.

- \* Take the offensive when a serious matter occurs. Be active, not reactive. Tell it all and tell it fast.

- \* Deal with rumors swiftly. Tell only the truth about

what you know to be fact. Do not repeat others opinions, hearsay, or possibilities.

- \* Centralize information. Designate one spokesperson. A central spokesperson provides a singular "face" for the reporters. Viewers begin to become familiar with a central spokesperson, so this is one way to begin building credibility with the organization, if the person comes across as trustworthy. Centralized information also will minimize miscommunication.

- \* Don't get mad. Don't get mad. Don't get mad. Keep your cool in an interview or news conference with reporters. Some of their questions may be hostile, and some questions and comments may seem to be a personal attack to you, but remember that they are trying to get information on a crisis-oriented story that may have widespread impact to their audiences. So don't get mad when you are asked the "hard" questions.

- \* Stay "on the record" in all interviews. Do not go "off the record." Any comment worth saying should be said "on the record." If you go "off the record," be ready to read it in print the next day. Is this unethical for reporters to report "off the record" comments? Sure, but anything can, may, and will be done to advance a story. You should not be lured into going "off the record" under any circumstance.

- \* No "no comments." Try to have an answer for reporter's questions. But if you don't have an answer, don't be afraid to say, "I don't know, but I'll find out." Saying "no comment" instead, appears to television news viewers and newspaper readers that you have something to hide.

- \* Write everything down. Maintain a crisis communication inventory of what was said by whom and at what time. This way, you will have a record of the event and how it was communicated. You can evaluate your responses so you will be better prepared if another crisis happens in the future.

# PAO Tips :

## Recommendations for PIOs during Disaster-Related News Coverage

### After the Disaster

Don't just sit back and do nothing; you won't be ready for the next disaster or crisis! It is time to evaluate how you handled the crisis. Your review should include the following:

- \* A review of why the crisis or disaster occurred. Could you have done anything to prevent it?
- \* An evaluation of how the crisis was handled and communicated. You may want to use the crisis communication inventory you maintained to evaluate how communication was handled. Was information disseminated through one spokesperson? Did miscommunication occur?
- \* An examination of similar scenarios. What would you do in a similar situation in the future? What did others do in similar situations?

Adapted from: "Getting the News Out in Times of Disaster" by the Florida Cooperative Extension Service, Institute of Food and Agricultural Sciences, University of Florida. Publication Date: August 2000 found at [http://edis.ifas.ufl.edu/BODY\\_WC034](http://edis.ifas.ufl.edu/BODY_WC034)

Source: THE DISASTER NEWSLETTER

Vol. 2 Issue 5

Publisher: Brian Dopp, Phoenix Disaster Services

Email: [pdstx@prodigy.net](mailto:pdstx@prodigy.net)

Web Site: <http://www.pdstx.com>

(C) Phoenix Disaster Services 2003

Part 2: Submitted by Col. Joseph King, CAP, GLR PAO